

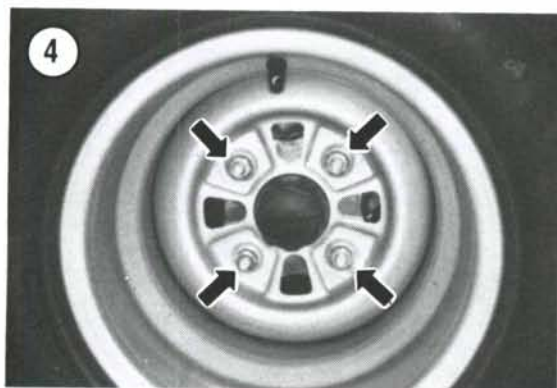
6. Position the lug nuts with the curved side (**Figure 5**) going on first and install the lug nuts onto the studs. Finger tighten the lug nuts first until the wheel is positioned correctly onto all 4 wheel studs.

WARNING

Always tighten the lug nuts to the correct torque specification or the lug nuts may work loose and the wheel could fall off.

7. Use a torque wrench and tighten the lug nuts to the torque specification listed in **Table 2**.

8. After the wheel is installed completely, rotate it; apply the brake several times to make sure that the wheel rotates freely and that the brake is operating correctly.



9. Jack the front of the vehicle up a little and remove the wood block(s).

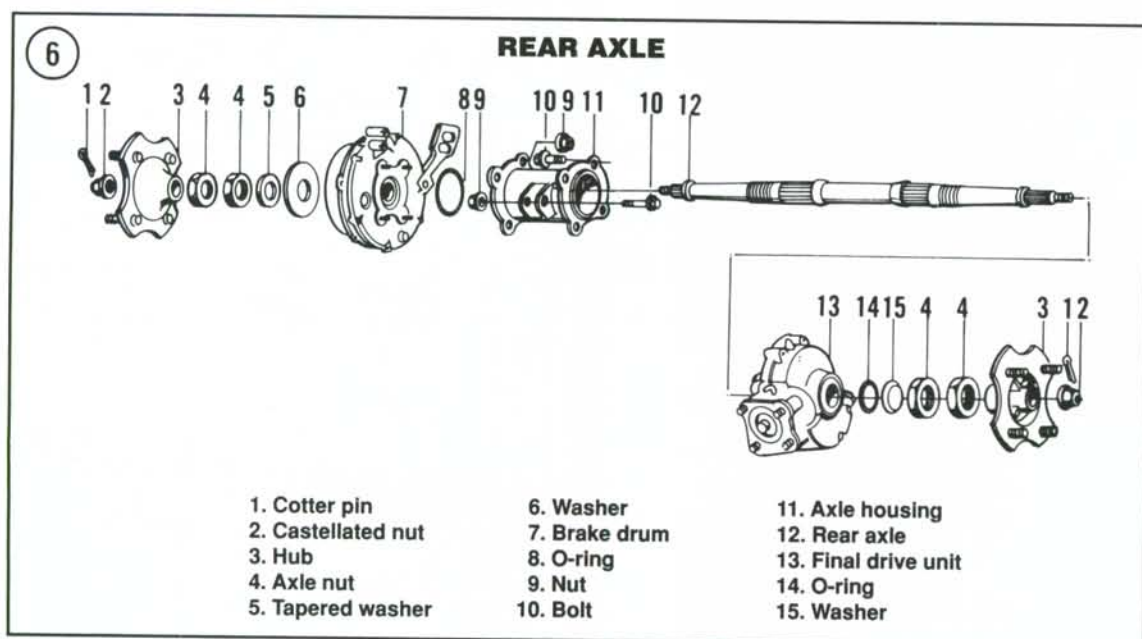
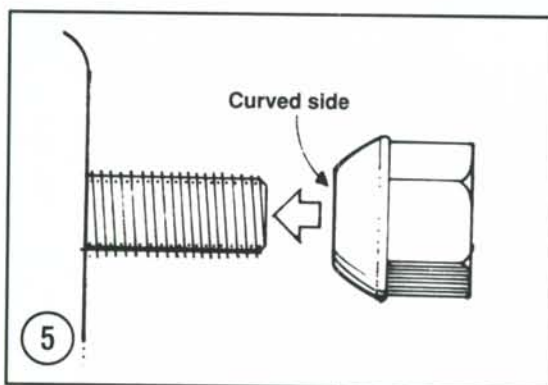
10. Let the jack down, then remove the jack.

REAR AXLE

Removal

Refer to **Figure 6** for this procedure.

1. Place the vehicle on level ground and set the parking brake. Block the front wheels so the vehicle will not roll in either direction.



NOTE

It is not necessary to remove the rear fender, but it does allow additional work room.

2. Remove the rear fender as described in Chapter Thirteen.
3. Remove the left-hand rear wheel as described in this chapter. Leave the right-hand wheel on at this time.
4. Remove the cotter pin and axle castellated nut (**Figure 7**) securing the left-hand wheel hub.
5. Remove the washer (A, **Figure 8**) from the rear axle.
6. Slide the left-hand wheel hub (B, **Figure 8**) from the rear axle.
7. Place a wood block under the swing arm to support it in the raised position.
8. Have an assistant hold onto the right-hand wheel to keep the rear axle from turning.

CAUTION

The outer axle locknut has had a locking agent applied during assembly and is tightened to 130 N·m (94 ft.-lb). It is difficult to remove even with the correct size tool and a lot of force. Do not apply heat to the area in order to try to loosen the locknut as this will ruin the heat-treated hardness of the axle.

NOTE

A pair of 41 mm wrenches are available from a Honda dealer or some mail order houses. The Honda part Nos. are 07916-958020B and 07916-958010B.

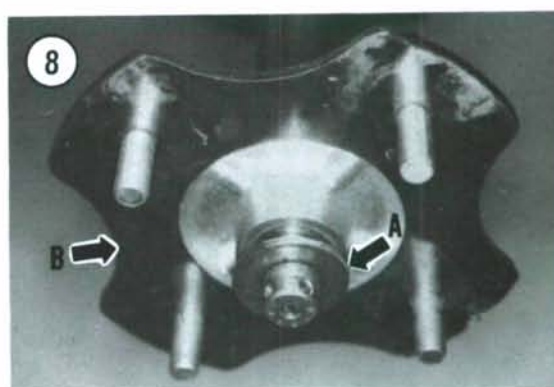
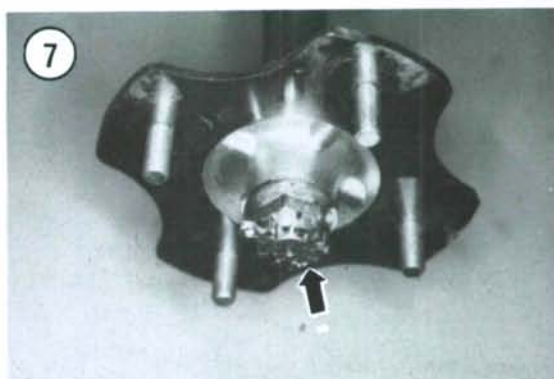
9. On the left-hand side of the axle, hold onto the inner axle nut and loosen the outer axle locknut with the special tools (**Figure 9**). If necessary, tap on the end of the special tool with a soft-faced mallet to break the locknut loose.

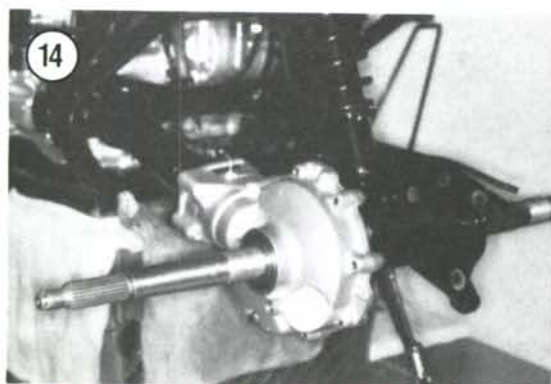
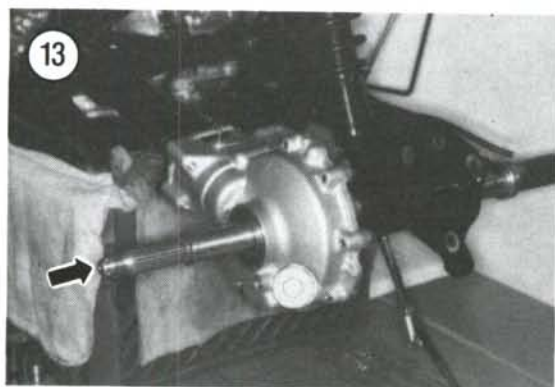
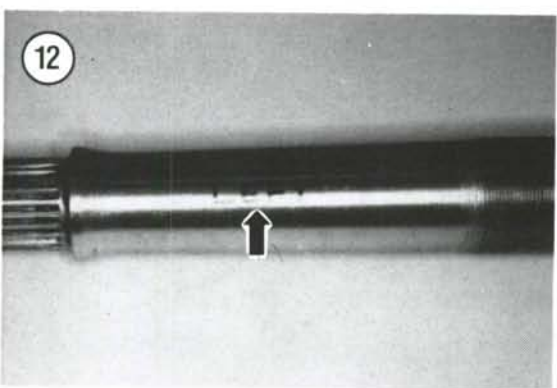
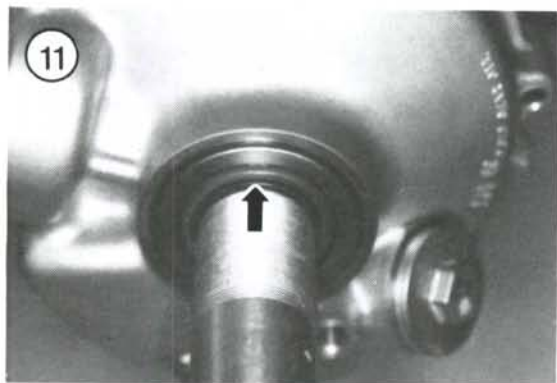
10. Completely unscrew and remove the locknut and the nut from the axle threads (**Figure 10**).

11. Remove the right-hand rear wheel as described in this chapter.

12. Remove the rear brake drum and brake panel assembly from the right-hand side of the rear axle as described in Chapter Twelve.

13. Using a soft-faced mallet, tap on the left-hand end of the rear axle. Tap the axle only about 1/2 inch





to the right, then pull it back toward the left-hand side.

14. On the left-hand side, remove the washer. On 1998-on models, remove the large washer.

15. Remove the O-ring seal (**Figure 11**).

16. Mark the axle with LEFT (**Figure 12**). This will ensure the correct installation.

17. Again, tap on the left-hand end (**Figure 13**) of the axle until the splines are free from the final drive unit.

18. Withdraw the axle from the right-hand side of the swing arm.

19. Inspect the rear axle as described in this chapter.

Installation

1. Apply a light coat of grease to the axle splines where they contact the final drive unit.

2. Refer to the mark made in *Removal Step 15* and correctly position the rear axle.

3. Install the rear axle from the right-hand side. Align the splines of the rear axle with the splines in the final drive unit.

4. Using a soft-faced mallet, carefully drive the axle in until it is completely seated in the final drive unit (**Figure 14**).

5. Apply clean engine oil to the new O-ring seal. Install it on the left side (**Figure 15**).

CAUTION

Be sure to push the O-ring into position prior to installing the washer. Do not use the washer or position it in the final drive unit groove as the axle threads will damage it.

6. Use a narrow piece of wood or plastic, carefully push the O-ring into the final drive gear groove (**Figure 11**).

7. On 1998-on models only, install the large washer. On all models, position the other washer with the OUTSIDE mark (**Figure 16**) facing out. Install it on the left side (**Figure 17**).

8. Install the rear brake drum and brake panel onto the right side of the axle.

9. Install the inner nut on the left side of the axle.

10. Temporarily install the right-hand hub and wheel. Have an assistant hold onto the right-hand wheel to keep the rear axle from turning.

11. Use one of the 41 mm special wrenches (**Figure 18**) and tighten the inner nut to the torque specification listed in **Table 2**.

12. Apply red Loctite (No. 271) to the threads of the outer locknut and install it on the rear axle.

13. Install one special 41 mm wrench on the inner nut, tightened in Step 11, and hold this nut so that it will not be tightened any further.

CAUTION

Make sure the inner nut does not move while tightening the outer locknut in Step 14. If the inner nut is tightened further by mistake it will place unwanted stress on the internal components of the final drive unit and cause damage.

14. Install the other wrench on the locknut (**Figure 9**) and tighten it to the torque specification listed in **Table 2**.

15. Apply multipurpose grease to the axle splines and hub splines.

16. Install the hub (B, **Figure 8**), washer (A, **Figure 8**) and the hub nut (**Figure 7**) on each side of the rear axle.

17. Have an assistant apply the rear brake and tighten the hub nut to the torque specification listed in **Table 2**. If the cotter pin hole in the axle does not align with the castellations of the nut, tighten the nut further until hole alignment is correct. *Never* loosen the hub in order to achieve hole alignment.

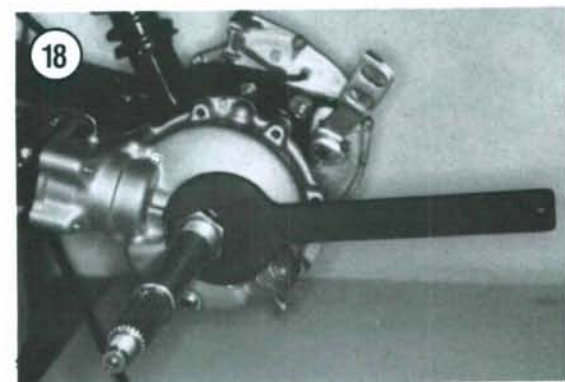
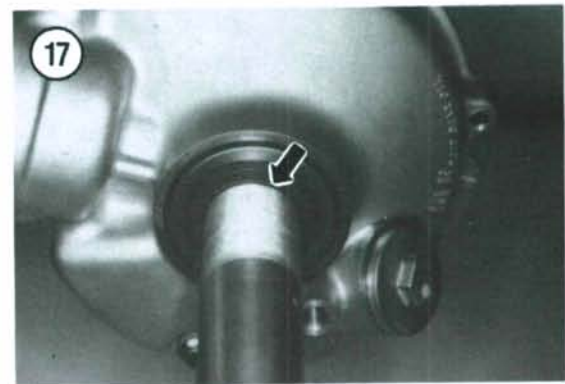
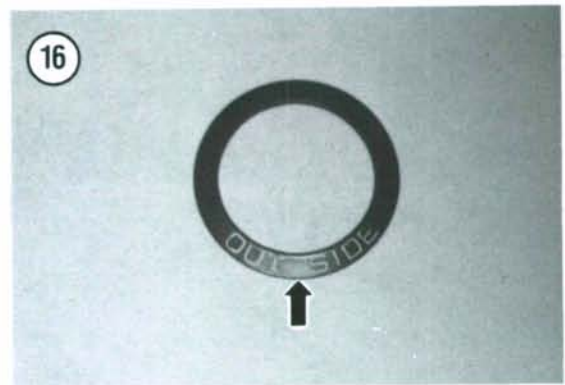
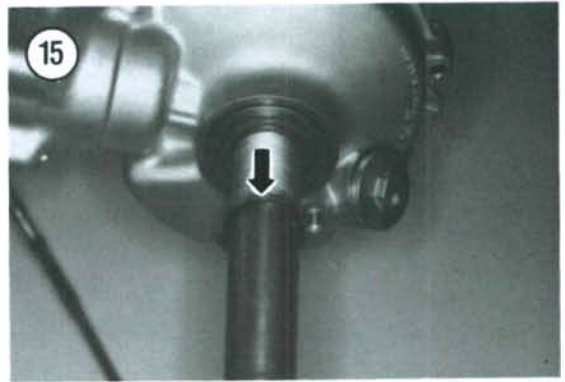
18. Install a *new* cotter pin and bend the ends over completely. *Never* reuse an old cotter pin as it may break and fall out.

19. Install both rear wheels as described in this chapter.

20. If removed, install the rear fender as described in Chapter Thirteen.

Inspection

1. Inspect the rear axle for signs of fatigue, fractures or damage.
2. Inspect the splines for wear or damage. Check the splines (**Figure 19**) for the brake drum and for the final drive unit. If either section of splines is damaged, replace the axle.
3. Check the cotter pin hole (**Figure 20**) at each end of the axle. Make sure there are no fractures or cracks



leading out toward the end of the axle. If any are found, replace the axle.

4. Inspect the rear axle hub splines (Figure 21). If either section is damaged, replace the rear axle.

5. Check the axle for straightness. Use V-blocks and a dial indicator as shown in Figure 22. Check the runout in the center of the axle and remember that

the actual runout is 1/2 of the total indicator runout reading from the dial indicator. If the runout exceeds the service limit dimension listed in Table 1 or greater, the axle must be replaced.

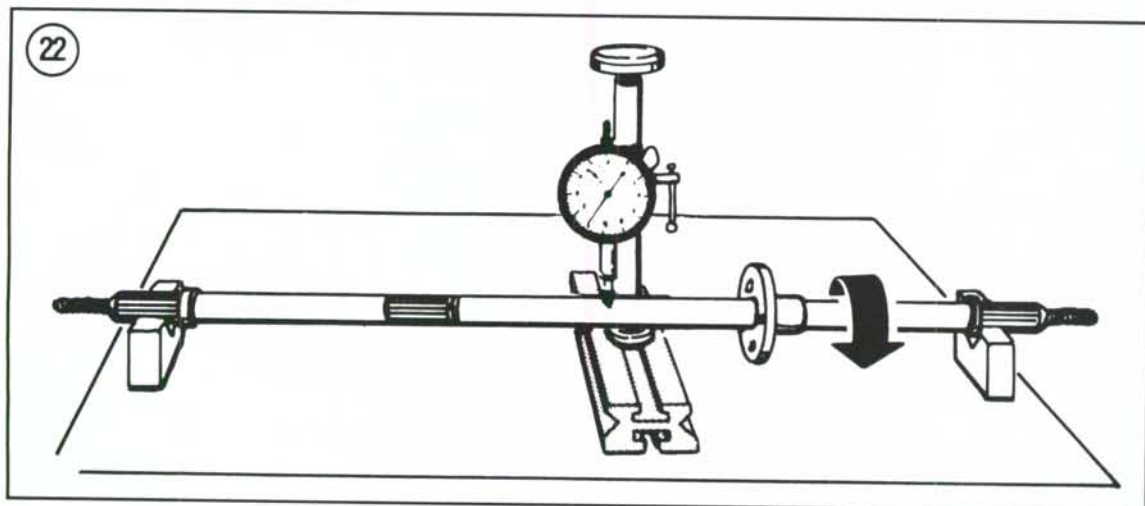
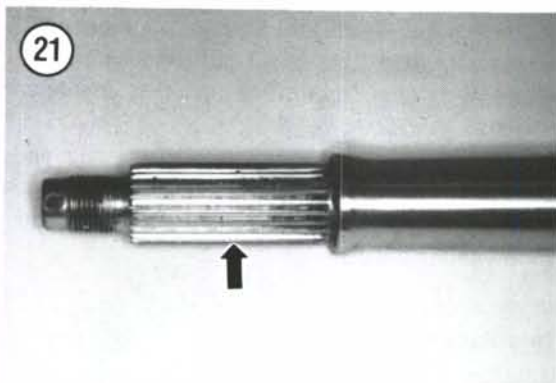
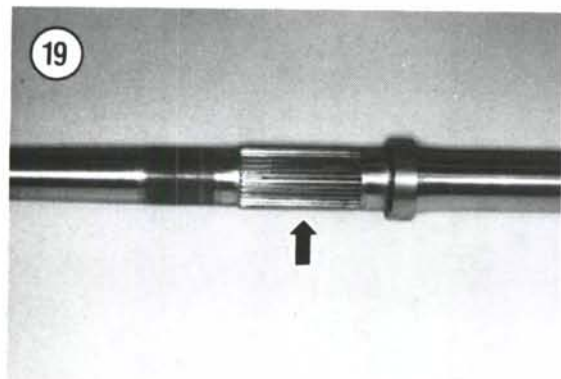
6. Inspect the rear hub splines (Figure 23) and threaded studs (Figure 24). If either is damaged, replace the rear hub(s).

FINAL DRIVE UNIT

Service procedures for the drive shaft and universal joint are covered along with the swing arm procedures in this chapter.

Removal

1. Place the vehicle on level ground and set the parking brake.
2. Remove the rear fender as described in Chapter Thirteen.



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